

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

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<b>COUNTRY</b>	USSR (Uzbek SSR)	<b>REPORT</b>	[REDACTED]	50X1-HUM
<b>SUBJECT</b>	1. Motor Vehicle Repair Plant No.1 in Tashkent 2. Electro-Mechanical Plant in Tashkent, <i>Coorges, ham,</i> <i>security</i>	<b>DATE DISTR.</b>	26 August 1960	
		<b>NO. PAGES</b>	1	
		<b>REQUIREMENT NO.</b>	RD	
<b>DATE OF INFO.</b>	[REDACTED]			50X1-HUM
<b>PLACE &amp; DATE ACQ.</b>	[REDACTED]			50X1-HUM
SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.				

The following reports on the Motor Vehicle Repair Plant No. 1, and the Electro-Mechanical Plant in Tashkent [REDACTED] 50X1-HUM

Attachment 1: A five-page report on the Motor Vehicle Repair Plant No. 1 in Tashkent with a legend and sketch of the plant.

Attachment 2: A five-page report on the Electro-Mechanical Plant in Tashkent with an overlay, sketch and legend of the plant. The report gives data on the following topics: location and general description, production, salaries, shifts, leave, and plant security.

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STATE	X	ARMY	#	X	NAVY	X	AIR	#	X	FBI		AEC		NSA	X	NIC	X
(Note: Washington distribution indicated by "X"; Field distribution by "#".)																	

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# INFORMATION REPORT INFORMATION REPORT

COUNTRY USSR (Uzbek SSR)

REPORT

50X1-HUM

SUBJECT Avtooremontnyy Zavod No. 1 in Tashkent

DATE OF REPORT 03 AUG 1988

NO. OF PAGES 5

REFERENCES

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SOURCE VALIDATION IS DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE NOTE FOREGOING EXPLANATION

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1. The Avtooremontnyy Zavod No. 1 (Motor Vehicle Repair Plant No. 1) was on ulitsa Vos'mogo Marta in Tashkent.<sup>1</sup> The plant was reached by taking streetcar No. 5 from the Tashkent railroad station and getting off at the Zelenyy Bazar stop on Ippodromnaya ulitsa. [redacted] the plant had been founded at this location in 1932 and [redacted] the plant was an affiliate of the Gor'kovskiy Avtomobil'nyy Zavod in Gor'kiy. The plant was controlled by the Uzbek Ministry of Highways.<sup>2</sup>

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2. The plant director was Vladimir Andreyevich Zhistovskiy, who frequently traveled to Czechoslovakia, East Germany, and other countries. The deputy director was Vasilii Panchenko [redacted]

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3. The plant did general repair and reconstruction of motor vehicles. Most of the vehicles that entered the plant were about 75 percent demolished and were actually in the form of scrap. After entering the plant the vehicle was completely dismantled, and the parts that were usable were kept to be used for the reconstruction of other vehicles. The parts that were found to be useless, including motors, were taken to the foundry, where they were melted down and cast into new parts. The foundry could produce all parts for an automobile or truck except the chassis, which came from other plants in the USSR. [redacted] the plant was to begin manufacturing new motor vehicles in the near future [redacted]

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4. The following types of motor vehicles entered the plant for repair or reconstruction: GAZ-51 truck, PAZ-651 bus, ZIL-101 bus, GAZ-67 jeep, and IM-20 passenger car.

5. The plant employed 750 to 800 workers, 30 percent of whom were women. There were three shifts: 0800 to 1700 employing 70 percent of the workers, 1700 to 0100, and 0100 to 800, each employing 15 percent of the workers.

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6. A brick wall two and a quarter meters high with a half meter of barbed wire on the top surrounded the plant. At least 20 guards armed with rifles were at each corner and inside the plant. At night four or five dogs assisted the guards. The guards at the gates were armed with pistols. Most employees used only the southwest gate, which was open only during shift changes. The workers had to show the plant pass, green in color, at entry and departure. They were searched at departure but not at entry.

7. Every shop had five to ten fire extinguishers. A fire station with six firemen was located inside the plant area. The firemen were responsible for frequent regular inspections of the plant and could fine employees (usually 25 rubles) for smoking in unauthorized areas. Smoking was permitted only in washrooms, locker rooms, and outside. The plant had a first aid station with a doctor and one nurse on duty during working hours.

8. Attached is  sketch of the layout of the Avtozremontnyy Zavod No. 1. The points on the sketch are identified as follows:

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1. Main building: one-story white brick building 100 by 100 by 8 meters, where all vehicles were sent upon entering the plant for repairs. Dismantling and assembly were done here by approximately 175 workers.
2. Metal tempering shop: one-story white brick building 30 by 8 by 4 meters, with a labor force of approximately 30 workers.
3. Nickel plating shop: one-story white brick building 25 by 10 by 5 meters.
4. One-story white brick building which had been under construction since 1956 and was not yet completed in October 1959. There were rumors that this building and the one next to it (No. 5) were to be used for motor vehicle manufacturing in the near future.
5. Same as No. 4.
6. Shop for PAZ-651 buses: one-story white brick building 30 by 5 by 4 meters.
7. Baths.
8. Living quarters for both married and single workers: two-story brick building ten by five by ten meters.
9. Administration offices: one-story white brick building.
10. Park.
11. Fire department and guardhouse: six by eight by four meters.
12. Technical shop: a building eight by five by three and a half meters, which contained the offices for the chief technician.
13. Tire repair shop: one-story brick building 60 by 8 by 5 meters, where twelve workers were employed. This building was also used for storing old and recapped tires.
14. Boiler shop: for supplying both heat and power to the plant. Five workers were employed in this shop.
15. Dispatcher's office: one-story building eight by five meters. All vehicles entering the plant for any reason (mostly for repairs) reported here.

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16. Underground gasoline storage tanks: approximately 10 to 15 tons of gasoline stored at all times.
17. Shed, Storage Area No. 1: 30 by 15 meters.
18. Dump for scraps.
19. Foundry: one-story brick building 30 by 15 by 15 meters, with one smokestack. The labor force was 35 workers.
20. Machine shop: one-story building 50 by 15 by 5 meters.
21. Tool shop: one-story building 15 by 8 by 5 meters.
22. New building started in 1958 and almost completed in October 1959: one-story building 25 by 15 by 12 meters.
23. Living quarters for both married and single persons: one-story building ten by five by three meters.
24. Mess hall.
25. Storeroom for mess hall.
26. Storage Area No. 2, where all parts, both old and new, were stored.
27. First aid station.
28. Water reservoir for fire fighting: round, 20 meters in diameter and 16 meters deep. There were two water pumps.
29. Main gate. Only workers and the motor vehicles belonging to the plant used this gate. Three guards were on duty at all times.
30. Gate. The vehicles to be repaired enter through this gate.
31. Gate. Delivery of the repaired vehicles to the customers was through this gate.
32. Public baths on ulitsa Vos'mogo Marta. 3
33. Unidentified building.

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Comments:

1. [REDACTED]
2. The 1955 Tashkent telephone directory lists this plant as subordinate to the Ministry of Automobile Transport and Highways USSR.
3. Banya No. 16 is at No. 1 ulitsa 8 Marta, according to the 1955 Tashkent telephone directory.

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COUNTRY USSR (Uzbek SSR)

REPORT NO.

SUBJECT Electro-Mechanical Plant in Tashkent

DATE OF REPORT 03 AUG 1961

NO. OF PAGES 5

REFERENCES

DATE OF  
INFO.  
PLACE &  
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. NOTE FOREGOING EVALUATIONS

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1. The Electro-Mechanical Plant (Elektro-Mekhanicheskiy Zavod) in Tashkent, Uzbek SSR, was located about 50 meters north of shosse Lunacharskogo and about 100 meters southeast of the Salar railroad station on a street which ran north from shosse Lunacharskogo and at a right angle to it. [redacted] the plant employed about 200 skilled and unskilled workers, about 40 of whom were women, and about 20 office workers. The director of the plant was Ivan Grigor'yevich Khervat, a Soviet of Hungarian origin and a long-time member of the Communist Party. The assistant director of the plant, [redacted] was usually away in Moscow.

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2. [redacted] the plant produced conveyors (transporter) and assembled equipment called elektro-seti (possibly electric kits). [redacted] each month about 30 conveyors were produced and between 20 and 25 elektro-seti were assembled; [redacted] the plant usually fulfilled its production plan. Among the materials arriving at the plant for use in this production and assemblage were screws, electric cables, pieces of wrought iron, sheets of tin, coal, and tar; they arrived at the plant by train and truck about twice a month, from an unknown source. Every month or so these materials were late, resulting in a shortage of materials and a lapse in production. The plant's finished products were taken from the plant by truck and train every eight or ten days.

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3. The Electro-Mechanical Plant covered an area about 500 by 300 meters, enclosed by a brick wall about two meters high. There were two entrances to the plant: one for the workers and one for the railroad spur which

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[redacted]

entered the plant. The workers' entrance was guarded by three unarmed civilian guards who allowed workers to enter and leave the plant only at the regular hours and upon presentation of a plant pass. The guards also searched the workers when they left the plant. If a worker forgot his pass when reporting to work, he was sent back for it; if he lost his pass, he had to pay a fine of 200 rubles to the plant and submit an application, accompanied by two photographs, for a new one. The worker was not allowed in the plant until he got his new pass, which was usually two or three days after he submitted his application. The plant issued a new plant pass once a year.

4. The plant had no air raid shelters, and the workers received no instruction on the procedures to be followed in the event of an air raid. Each new worker was instructed on the use of the fire-fighting equipment in his shop. The instruction was given by one of the plant's guards, who were also responsible for inspecting the fire-fighting equipment in each shop every three months. This instruction on protection against fires was the only safety measure taken in the plant.
5. A bulletin board at the main gate of the plant told whether the plant needed workers. If there were job vacancies at the plant, a worker could apply directly to the personnel office of the plant for a job there, submitting an application, a certificate from his last place of work, his certificate of residence, his identity card, and two photographs. The applicant usually got his plant pass and started work in two or three days; his documents were kept by the plant. Workers were fired for disobeying the foreman, being late to work, and being drunk at work.
6. All employees at the Electro-Mechanical Plant worked from 0800 to 1700 hours. In addition, about 15 welders worked a second shift, from 1700 to 0100 hours. The workers were paid on the basis of the number of pieces produced;

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[redacted] Pay was given out at the plant's central pay office twice a month: on the 25th (advance pay) and on the 10th (regular pay). Pay days were late almost every month, however, because the money arrived late from the bank. [redacted] never received overtime pay or bonuses. Ten percent of [redacted] salary was deducted for income tax and one percent for [redacted] labor union dues. All workers were entitled to 12 days of leave each year with full salary, and some workers [redacted] were entitled to 25 days a year. All leaves were controlled and regulated by the personnel office. A worker did not have to take his leave. The Electro-Mechanical Plant did not have its own rest home and therefore had to send its workers to any rest home which had vacancies. To go to a rest home a worker applied to the labor union office. [redacted]

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7. Below is a legend for the [redacted] sketch of the Electro-Mechanical Plant on page 4).

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1. Food store: a one-story brick building about ten by six by four meters. One of the two doors to this store was in the wall of the plant and therefore was on the street, but this door was not considered an entrance to the plant because it was never open.
2. Mechanical shop: a one-story brick building about 30 by 12 by 8 meters with about 20 lathes used to produce parts for the conveyors.
3. Administrative building: a one-story brick building about 20 by 15 by 6 meters which contained the pay and personnel offices.

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4. Foundry: a one-story brick building about 40 by 25 by 12 meters with a brick smokestack about 15 meters high.
  5. A brick building under construction in December 1955 and intended for use as a foundry: about 50 by 30 by 20 meters.
  6. Electric power transforming station: a brick building about three by two by two meters.
  7. Electric welding shop: a brick building about 30 by 20 by 8 meters.
  8. Shop for assemblage of conveyors: a one-story brick building about 40 by 30 by 15 meters.
  9. Warehouse for materials, work clothes and tools: a one-story brick building about 20 by 10 by 8 meters.
  10. Shop for assemblage of elektro-seti: a one-story brick building about 35 by 30 by 20 meters.
  11. Junk yard.

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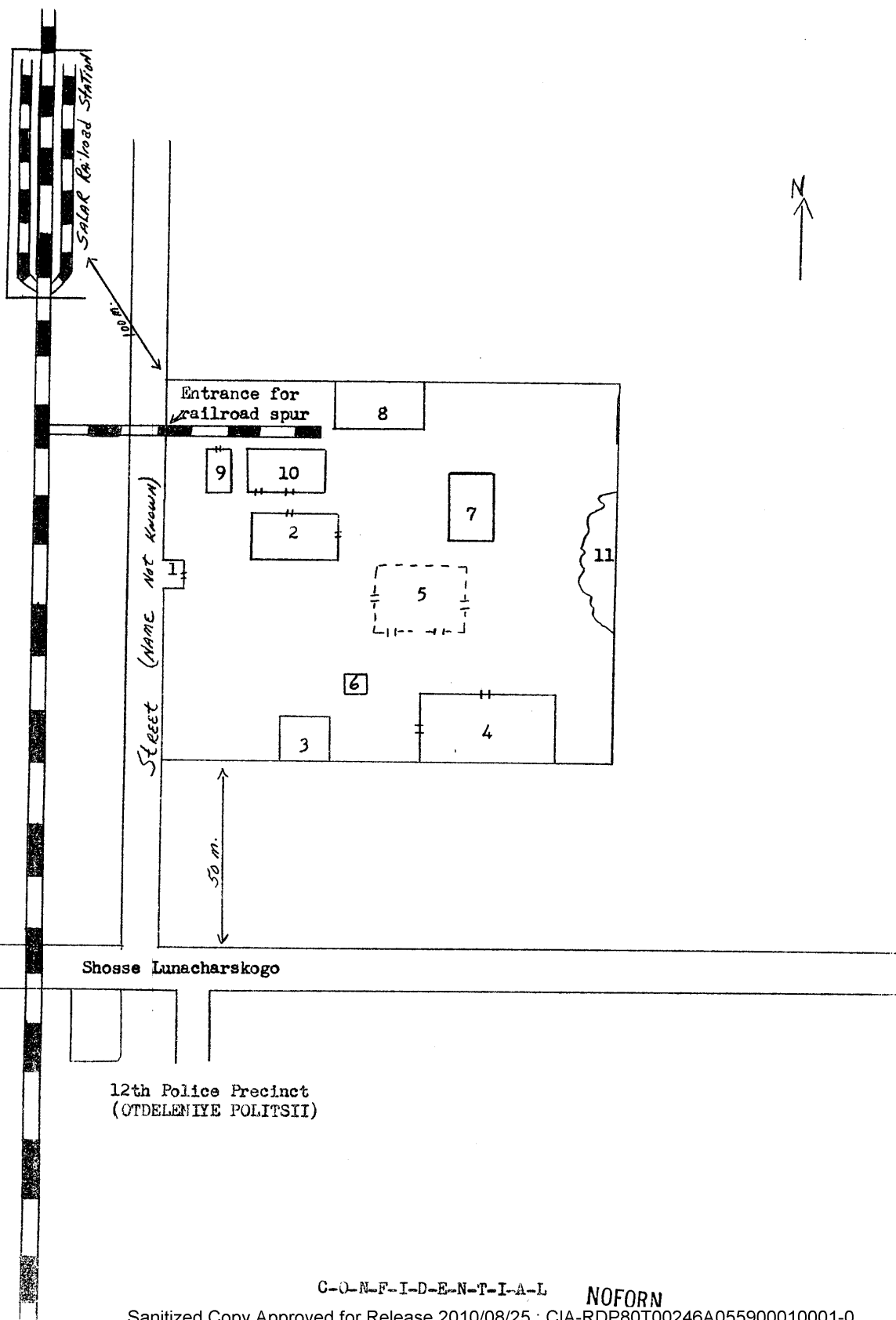
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Sketch of the Electro-Mechanical Plant in Tashkent, Uzbek. SSR

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Overlay pinpointing the location of the Electro-Mechanical plant.

Map of Tashkent:

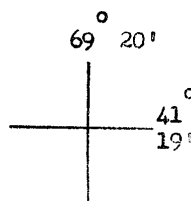
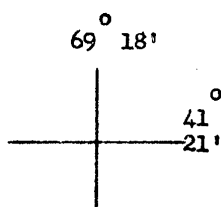


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Scale: 1:25,000



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